

Aruba Esso News

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CONSTRUCTION HAS begun on the foundation for LEAR-2. When both LEAR units are in operation, they will absorb function of Low Octane Plant. The work is part of the CCNP project, and is being handled by McKee and Company, with offices located in the former Instrument Shop. CONSTRUCCION A cuminsa ariba fundeshi di LEAR-2. Ora tur dos unidad di LEAR ta na operacion, nan lo tuma over e trabao di Planta di Low Octane. E trabao aki ta parti di e proyecto CCNP y ta worde ehecuta door di McKee and Company, cual su oficinanan ta situá den e anterior Instrument Shop.

Construction Gets Underway on LEAR-2; PCAR Modification Will Begin Sept. 1

Construction is underway on LEAR-2, with a target date for its completion set at Oct. 6. The first work in laying the foundation was begun March 31. Present LEAR unit has been designated LEAR-1. In connection with the LEAR project, the Cat Plant will be modified between Sept. 1, and Oct. 6, so that both should be on stream at the same time.

Currently, LEAR-1 fractionates PCAR fractionator overhead products. After completion of the project, LEAR-1 will prepare feedstock naphtha for the PCAR unit. Instead of handling catalytic naphthas, LEAR will handle the thermal naphthas that formerly went to the Low Octane Plant.

LEAR-2 primarily will fractionate the PCAR fractionator overhead products and handle the 100-pound gas from the LCAR. The 100-pound gas formerly went to the Low Octane Plant.

Together, LEAR-1 and 2 will absorb the functions previously performed by the Low Octane Plant.

One of the advantages of switching from the Low Octane Plant operation to a second LEAR operation is that with the modification of the PCAR plant there is no longer any need for thermal naphtha segregation. Since the naphthas won't be segregated, additional tankage will be made available.

Instead, the thermal naphtha that results from the crude unit run is being upgraded and will be used to make components for aviation gasoline.

From a processing viewpoint, Lago will be manufacturing additional components for aviation gasoline, but the production of blending components for motor gasoline will be decreased.

An economic factor considered is the small motor gasoline market in

Paseonan den Refineria Lo Worde Reanuda Atrobe

Bishita den refineria di Lago a cuminsa atrobe cu regreso for di vacacion di lider di paseo Severiano Luydens. Miembronan di familia y gruponan special por tuma parti den e tour durante mainta di Dialuna te Diabiernes mientras bishitantenan y huespedes di hotel ta ariba programa pa Diamars y Diabiernes merdia.

E tour di mainta ta sali for di Centro di Recepcion pa 9 a.m. y ta termina pa 11:30 a.m. E tour di merdia ta principia pa 1:30 p.m. y ta dura te 3 p.m. Personanan cu ta desea di haci arreglo pa un tour por yama Tel. 2364.

Lago Provides Employees With Free Subscription To Safety Publication

Beginning with the first quarter issue, Lago will provide its employees with a subscription to Family Safety Magazine, which will be mailed directly to the homes.

Published by the National Safety Council, the magazine includes articles and features regarding home safety.

The decision to use the magazine as an adjunct to the off-the-job safety program is an effort to further decrease accidents in that area. According to M. Croes of the Safety Division, the magazine is "completely authoritative and is considered one of the best in the field for its home safety articles."

Much of the Safety Division's efforts are promoted after careful examination of applicable statistics. These figures have shown repeatedly that the same employee with a perfect record on-the-job will go home and perform unsafe acts or use unsafe equipment.

One promising statistic is that the number of accidents by family members is decreasing. This is believed to be a direct result of the off-the-job program which includes film truck presentations, speakers' bureau programs and now the regular monthly safety report has a home safety attachment called the "Home Safety Review."

E. Gomez di PR Ta Bai Instituto di Fotografia Cu Asistencia di Lago

C. B. E. Gomez, un asistente den laboratorio di fotografia den Public Relations Department, a sali pa New York April 11 na unda el lo sigui un curso di dos luna den fotografia comercial y industrial na e Instituto di Fotografia di New York cu asistencia di Lago.

Sr. Gomez ya a termina un anja di curso di correspondencia for di e mes instituto ey y lo ricibi su certificado di fotografo profesional mientras na New York.

Lago Scholarship Foundation a duna Sr. Gomez un ayudo financiero pa dune e posibilidad pa tuma e curso.

E graduado aki di 1957 di School of Ofishi di Lago a bira un Office Boy den Departamento di Relaciones Publico na Februari 1958. Na anja 1960, el a ser haci un Art Room Clerk y na Januari 1962 el a haya promocion pa asistente den laboratorio di fotografia. Tambe el a tuma ventaha di e curso di Ingles y type

(Continúa na pagina 2)

At Esso Club Joint Meeting

Rotary, Lions Members Hear Lago-Jersey Relationship Discussed by T. F. Hagerty

Lago's place in the worldwide structure of the Standard Oil Company (New Jersey) was the subject of Lago Corporate Secretary T. F. Hagerty's address to members of Rotary and Lions service clubs April 15. The occasion was a joint meeting with members of Lago's executive management held at the Esso Club.

To establish the relationship within the Jersey organization, Mr. Hagerty explained that Jersey, the parent company, does not engage in industrial operations. Its role is to foster the continued health and growth of all the operating companies affiliated with it. Mr. Hagerty stated that Jersey owns some companies entirely, such as Lago, and others it owns in part. All affiliates are highly independent, he said, and each has its own officers and directors who manage its affairs.

Lago operates as an independent, wholly-owned affiliate. Its directors are W. A. Murray, R. E. Nystrom and F. W. Switzer. Lago's corporate secretary cited some Lago dimensions in its 3023-acre concession, its Fls. 312,290,000 gross capital assets, its Fls. 9,525,780 physical capital budget for 1963, its 179 grades of products, its gross tankage of 21,200,000 barrels, and its electric power capacity of 41,500 kilowatts.

Further explaining the many segments that constitute Lago's physical and financial operation, Mr. Hagerty stated that forty-six per cent of Lago's manufacturing costs are in salaries, wages and benefits for its over 3000 employees. These are, by far, the greatest costs Lago has, and, as Mr. Hagerty explained: "It is easy to see why manpower is so important in the Lago cost picture."

One of the reasons for Lago's

construction and existence, Mr. Hagerty told Rotarians and Lions, is to refine that heavy and medium crude that Creole, the producer, cannot sell.

"Most of Creole's production is heavy and medium crudes. The Venezuelan producing affiliate of Jersey cannot sell all of it. Refiners prefer to buy light crude from which they can make more money because the yields of the profitable products such as gasoline and middle distillates are greater. Since all the heavy and medium crude cannot be sold as such, it is necessary to have refineries to turn



T. F. Hagerty crudes into products that can be sold. Lago is one of these refineries, and if Creole could sell all their Venezuelan crude, we would not be here," Mr. Hagerty said.

To explain why producing companies such as Creole earn large amounts of money compared to the smaller amounts realized by refiners and marketers, Mr. Hagerty used mining as an example. He suggested that his audience think of a miner who, after years of searching, was

(Continued on page 2)

Miembronan di Rotario, Leones A Tende Discurso Tocante Relacion Lago-Jersey

Lago su lugar den estructura mundial di Standard Oil Company (New Jersey) tabata e topico di un discurso di Secretario di Corporacion di Lago T. F. Hagerty na miembronan di e Clubnan Rotario y Leones April 15. E ocasion tabata un reunion conhunto di miembronan di Directiva Ehecutivo di Lago teni na Esso Club.

Pa establece e relacion entre e organizacion di Jersey, Sr. Hagerty a splica cu Jersey, e compania principal, su mes no ta ocupa den operacion industrial. Su tarea ta pa fomenta e salud y crecimiento continuo di tur e companianan na operacion cu ta afiliá cu ne. Sr. Hagerty a bisa cu Jersey ta posede algun compania completamente, manera Lago, y otronan el ta donjo pa un parti sol. Tur compania afiliado ta sumamente independiente, el a bisa, y cada uno tin su mes funcionario-

nan y directornan cu ta dirigi su asuntunan.

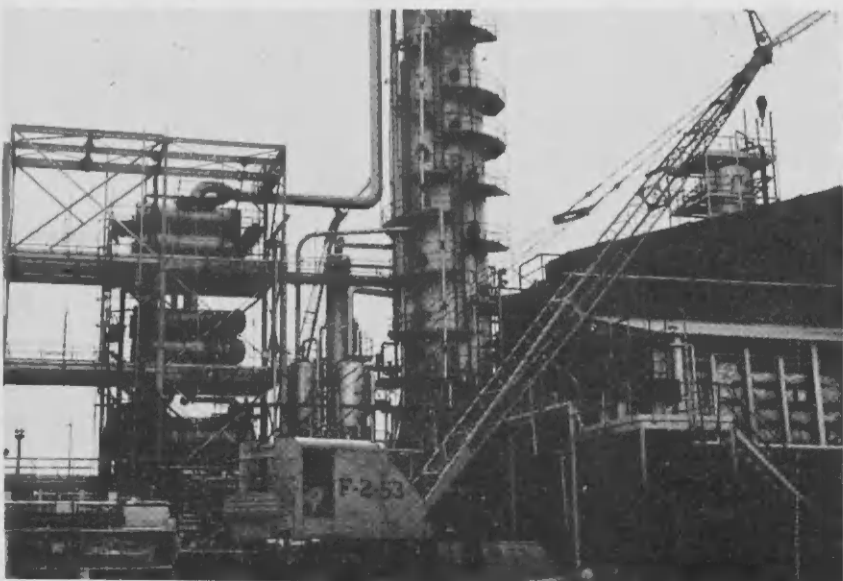
Lago ta opera como un afiliado independiente y completamente propiedad di Standard Oil. Su directornan ta W. A. Murray, R. E. Nystrom y F. W. Switzer. Lago su secretario di corporacion a mencioná algun cifranan di Lago den su concesion di 2023 acres, su propiedadnan capital di Fls. 312,290,000, su presupuesto capital di Fls. 9,525,780 pa anja 1963, su 179 diferente sorto di productos, su contenido di tankinan di 21,200,000 baril, y su capacidad di generacion di electricidad di 41,500 kilowatt.

Splicando mas en detaye e hopi segmentonan cu ta forma Lago su operacion fisico y financiero, Sr. Hagerty a bisa cu cuarenta y seis por ciento di Lago su costo di refinacion ta bai pa salarionan, sueldonan y beneficiacion pa su mas di 3000 empleado. Esakinan, mas cu tur, ta e costonan mas grandi cu Lago tin y Sr. Hagerty a sigui splica: "Ta facil pa mira pakiko e cantidad di trahadornan ta asina importante den e ilustracion di costo di Lago."

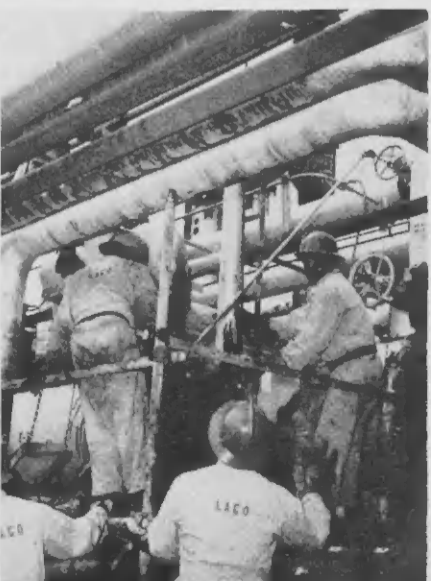
Uno di e motibonan di Lago su establecimiento y existencia, Sr. Hagerty a bisa Rotario y Leones, ta pa refiná e azeta crudo pisá y mediano cual Creole mes, a productor, no por vende.

"Mayoria di Creole su produccion ta crudo pisá y mediano. E afiliado productor Venezolano di Jersey no por vende tur e azetanan aki. Companianan refinador ta preferá di

(Continúa na pagina 2)



NO. 9 VISBREAKER was the object of a regular turnaround April 6, and the unit was expected on stream April 24. Some 200 men representing thirteen crafts were coordinated in the nineteen-day effort. Unit was also down last December.



VISBREAKER NO. 9 tabata obheto di un turno di reparacion y inspeccion regular April 6 y e unidad tabata ser sperá di ta na operacion atrobe April 24. Como 200 homber for di como diestres seccion di diferente ofishi a ser coordiná den e tarea di diesnuebe dia.

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Refinery Tours Reinstated With Return of S. Luydens

Lago refinery tours are under way once again with the return from vacation of Tour Leader Severiano Luydens. Family members and special groups may take advantage of the tours on Monday through Friday mornings while visitors and hotel guests are scheduled on Tuesday and Friday afternoons.

Morning tours leave the Reception Center at 9 a.m. and are completed by 11:30 a.m. The afternoon tour begins at 1:30 p.m. and lasts until 3 p.m. Persons wishing to arrange tours should call 2364.

R. Jackson Is Promoted To Supervising Engineer

Ronald Jackson, a senior engineer in the Technical Department's Economics and Planning Division since April, 1963, has been promoted to supervising engineer.



R. Jackson

The promotion was effective April 1. Mr. Jackson joined Imperial Oil Ltd., Canadian affiliate of Standard Oil Company (New Jersey), in May, 1957. In January, 1962, he came to Lago as an engineer in Technical-Process.

P.R.'s E. Gomez Attending New York Photo Institute Via Lago Grant-in-Aid

C. B. E. Gomez, a photography laboratory assistant in the Public Relations Department, departed for New York April 11, where, with Lago assistance, he will take a two-month course in commercial and industrial photography at the New York Institute of Photography.

Mr. Gomez has already completed a year's correspondence course from the same institution and will receive his professional photographer certificate while in New York.



C. B. E. Gomez

The Lago Scholarship Foundation awarded Mr. Gomez a grant-in-aid to make it possible for him to take the course.

A 1957 graduate of the Lago Vocational School, Mr. Gomez became an office boy in the Public Relations Department in February, 1958. In 1960, he was made an art room clerk and in January, 1962, was promoted to photography laboratory assistant. He has also taken advantage of the English and typing instruction offered by the company.

While in New York, Mr. Gomez will reside with former Lago employee Ellis Lopes and is expected to return to Aruba in mid-June.

Relacion Lago-Jersey

(Continúa di pagina 1)

cumpra crudo liher for di cual nan por saka mas placa pasobra e entrada di productionan probchoso manera gasolin y destilato mediano ta mas grandi. Como cu tur e crudo pisá y mediano no por worde bendi den tal forma, ta necesario cu tin refinarianan pa cambia tal crudonan den productionan cu por worde bendi. Lago ta uno di a refinarianan aki y si Creole por bende tur nan crudo Venezolano, nos lo no ta saki," Sr. Hagerty a bisa.

Un Ehempel

Pa splica pakiko companianan productor manera Creole ta gana sumanan grandi di placa compará cu e sumanan mas chikito realizá door di refinarianan y companianan di venta, Sr. Hagerty a usa un ehempel di un mina. El a sugerí pa e audencia concentrá nan pensamiento ariba un minero kende despues di hopi anja di buscamiento, tabatin suerte di a descubri un deposito grandi di oro. "El ta spera e parti mas grandi di ganashi for di su mina," Sr. Hagerty a munstra. "Lo e sinti su mes masha hopi enganjà si e compania cu ta smelt of refina su mineral bai gana mes tanto placa cu ne. E mescos ta aplicá pa azeta, pero cu mas razon. Envez di un explorador sol, cantidad di gruponan geológico ta worde mandá pa busca azeta. E exploracion aki por sigui pa anjanan largo y millones di dolar por ser gastá pa boramento. Hopi bez, tur e placa y energia aki ta bai perdi y ningun gota di azeta ta worde descubri," Sr. Hagerty a comentá.

Venezuela tin e azeta y Aruba tin un situacion geografico favorable, un bon haaf, un gobiernu stabiel y trahadornan disponible. Sr. Hagerty a splica cu durante anjanan, y particularmente den ultimo diez anja, un cantidad di refinarianan a worde trahá tur parti di mundo. Cu preferencia, esakinan a ser trahá den e paisnan na unda tin un mercado asina cu e pais cu ta cumpra e azeta por duna trabaoan den refinaria na nan mes nacionalnan. Lago su secretario di corporacion a conta tocante e presionan y competicion in-

ternacional den mundo petrolero y a splica com Lago ta obtene hopi di su negoshi door di ta na posicion pa ofrece productionan na un costo mas abao cu competidornan pafor di Jersey y tambe den e organizacion di Jersey mes.

Sr. Hagerty a bisa cu "cualquier compania por kita nos negoshi si e por entregá productionan na un prijs mas abao cu nos por. Si tin otro refinarianan di Jersey cu por refiná na un costo mas abao cu Lago, anto Jersey a lo largo lo perde interes di mantene Lago."

"Nos compania ta yena un necesidad hopi definido, pero no irremplazable," Sr. Hagerty a bisa. "Fundamentalmente, nos compania ta representá uno di e inversionnan di Jersey. Si Jersey ta huzga cu nos planta ta un inversion sano, lo e tin motibo pa mantene Lago den un condicion saludable."

Concluyendo, Sr. Hagerty a bisa e huespedes cu Jersey su ganashi no ta necesariamente indicá cu bon Lago ta opera. Lago por tabatin un mal anja mientras na mes tempo Jersey den su total por tabatin un bon anja, of e asunto por ta net contrario. "Nos mester recordá," el a bisa, "cu nos no tin ningun bentahanan natural manera reservas di azeta crudo of un mercado grandi local. E unico ventaha cu nos tin pa ofrece ta un operacion na costo abao. Nos ta hustificá nos existencia no door di ganashi, pero door di costonan abao."

R. Jackson Promovi pa Ingeniero Supervisorio

Ronald Jackson, un Senior Engineer den Departamento Tecnico su Division di Economia y Planeamiento, desde April 1963, a haya promocion pa Supervising Engineer. E promocion tabata efectivo April 1. Sr. Jackson a drenta servicio di Imperial Oil Ltd., un afiliado Canades di Standard Oil Company (New Jersey), na Mei 1957. Na Januari 1962 el a bini na Lago como un ingeniero den Seccion di Process di Depto. Tecnico.

Construccion en Progreso na LEAR-2; Modificacion PCAR Lo Cuminza Sept. 1

Construccion ta en progreso na LEAR-2 y e fecha calcula pa termina e proyecto ta fihá pa Oct. 6. E promer trabao pa ponemento di fundeshi a keda principiá Maart 31. E unidad actual di LEAR a worde yamá LEAR-1. En coneccion cu e proyecto di LEAR, e Planta Catalytico lo ser modificá entre Sept. 1 y Oct. 6, asina cu ambos por cuminza operacion na mes tempo.

Actualmente, LEAR-1 ta fracciona productionan di e fraccionador ariba den PCAR. Despues di terminacion di e proyecto, LEAR-1 lo prepara nafta basico pa planta di PCAR. Envez di trata nafta catalytico, LEAR-1 lo trata nafta termico cu anteriormente tabata bai pa Planta di Low Octane.

LEAR-2 lo fracciona principalmente e productionan di e fraccionador ariba den PCAR y lo trata e 100-liber di gas for di LCAR. Anteriormente e 100-liber di gas tabata bai pa Planta di Low Octane.

LEAR-2 y LEAR-1 tur dos hunto lo tuma over e operacion cu anteriormente tabata ser haci door di Planta di Low Octane.

Uno di e ventahanan di e cambio di operacion for di Planta di Low Octane pa e operacion di segundo LEAR ta cu e modificacion di e

GOMEZ TA BAI NY

(Continúa di pagina 1)

ofreci door di compania.

Mientras na New York, Sr. Gomez lo biba cerca un anterior empleado di Lago Ellis Lopes y ta ser sperá di regreso na Aruba na mitar di Juni.

T. F. HAGERTY

(Continúa from page 1)

lucky enough to find a large gold deposit. "He expects the largest share of the profits from his mine," Mr. Hagerty stated. "He would feel very much imposed upon if the smelter or refiner of his ore made as much money as he. The same applies to oil, but with more reason. Instead of a lone prospector, dozens of geological parties are sent out. The search may go on for years and millions of dollars may be spent on drilling. Frequently, all of this is wasted when no oil is found," commented Mr. Hagerty.

Venezuela has the oil and Aruba has a favorable geographical location, a good harbor, a stable government and availability of manpower. Mr. Hagerty explained that over the years, and particularly the past decade, numerous refineries have been built all over the world. Preferentially, these have been built in the countries where the markets exist so that the country which buys the oil may give the refining jobs to its own nationals. Lago's corporate secretary recounted the international pressures and competition in the oil world and explained how Lago obtains much of its business by being able to offer products at lower costs than competitors outside Jersey and also within the Jersey family.

Definite Need Filled

Mr. Hagerty stated that "any company will get our business if it can deliver products at a lower price than we can. If other Jersey refineries should be able to refine at less cost than Lago, then Jersey will eventually lose interest in maintaining Lago."

"We fill a very definite need, but not an irreplaceable one," Mr. Hagerty said. "Fundamentally, our company represents one of Jersey's investments. If Jersey judges our plant to a sound investment, it will have the incentive to maintain Lago in a healthy condition."

Concluding, Mr. Hagerty told the guests that Jersey's annual profit picture is not necessarily proportionate to how well Lago is doing. Lago could have a bad year at the same time Jersey as a whole is having a good one, or it could be the other way around. "We must remember," he said, "that we don't have any natural advantages such as crude oil reserves or a large local market. The only advantage we have to offer is a low cost operation. We justify our existence not by profits, but by low costs."

Planta di PCAR no tin mester mas di separacion di nafta termico. Como cu e nafta no ta ser separá, tanki adicional lo keda disponible.

En cambio, e nafta termico cu ta sali for di proceso di unidatnan di crudo ta ser halzá den calidad y lo worde usá pa traha componentes pa gasolin pa aviacion.

For di punto di vista di proceso, Lago lo bai trahando componentes adicional pa gasolin pa aviacion, pero e produccion di componentes pa mezcla cu gasolin pa motor lo worde rebahá.

Un factor economico cu ta ser considerá ta e mercado chikito di gasolin pa motor cu tin na Aruba. Reciente cifranan di statistiek ta indica cu na 1963 como 5,686,459 galon di gasolin a worde bendi na Aruba. Lago su cifra di produccion pa gasolin di motor ta 9,300 garil of 390,600 galon pa dia. Na razon di e cifra aki, e demanda di gasolin di motor pa henter e isla por worde trahá den mas o menos dos siman. E resto mester worde exportá.

Na e otro banda, hopi paisnan ta trahando nan mes refinarianan pa satisfacen nan mes necesidad di gasolin di motor, asina rebahando e cantidad di mercadonan di Lago disponible pa e producto ey. En realidad, Lago ta produci bastante nafta pa opera varios refinaria chikito.

Uno di e modificacionnan na PCAR lo involve instalacion di un reactor di cambio, cual ta un tubo largo vertical di como setenta pia halto den cual e reaccion di catalyst y azeta ta tuma lugar. E reactor a ser designá specialmente door di Esso Engineering.

Arthur G. McKee Company ta encargá cu e trabao di construccion pa ambos LEAR-2 y PCAR.

Tabatin Diez-Dos Victima Di Trafico Durante 1963 Di mas Halto Desde 1959

Na 1963 e cifra di accidentenan fatal di trafico na Aruba a yega su punto mas halto desde 1959, siendo diesdos persona a perde nan bida local ta un average di uno pa luna. E cantidad di morto ariba carretera den 1962 tabata siete, y ocho na 1961, seis na 1960 y un numero masha halto di diescuatro pa 1959.

Te na e fecha di Dec. 31, 1963, tabatin 8,747 autonon registrá pa un populacion di 59,315 ariba e isla. E vehiculonan aki a usa 5,686,459 galon di gasolin anja pasá y basá ariba un average di diescincu milla pa galon na 1953, motoristanan Arubano a corre como 85,296,885 millas.



FAMILY SAFETY magazine will be sent to all employees beginning with issue whose cover is depicted.

REVISTA DI seguridad pa familia lo worde mandá pa tur empleadonan cuminzando cu e edicion di cual su promer pagina ta ilustrá aki.

Lago Ta Duna Empleadonan Subscripcion Gratis di Publicacion di Seguridad

Cuminzando cu e edicion di promer cuartal, Lago lo ofrece su empleadonan un subscripcion na "Family Safety Magazine," un revista di seguridad pa familia cual lo worde mandá via correo pa nan cas.

E revista cu ta publicá door di National Safety Council ta inclui articulonnan y puntonan principal tocante seguridad na cas.

E decision pa usa e revista como un suplemento pa e programa di seguridad pafor di trabao ta un esfuerzo pa rebaha accidentenan mas den e terreno ey. Segun M. Croes di Division di Seguridad, e revista ta "completamente autorizado y ta ser considerá uno di e mehor den e terreno en vista di su articulonnan pa seguridad na cas."

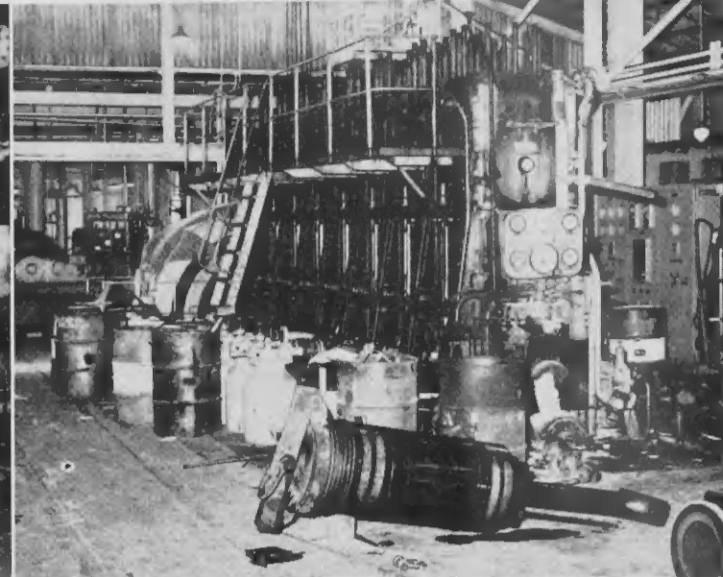
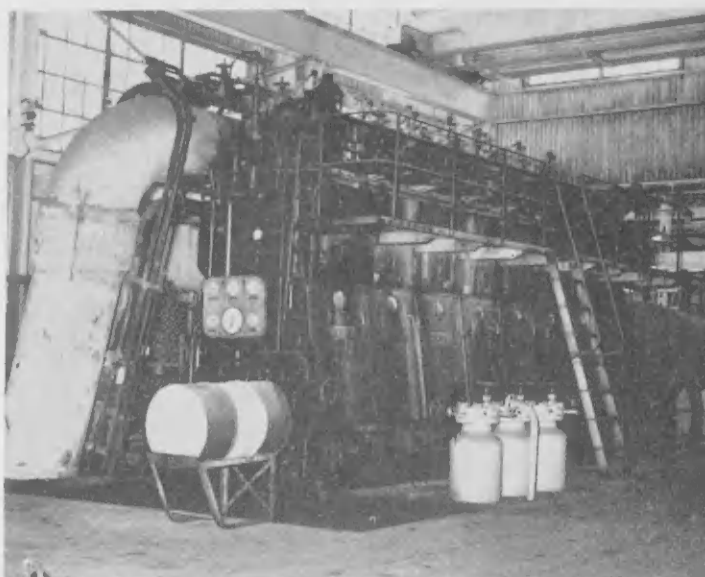
Hopi di e esfuerzonan di Division di Seguridad ta worde promoví despues di examinacion cuidados di e statistieknan aplicable. E cifranan ey ta muntra repetidamente cu e mes un empleado cu tin un record perfecto na trabao ta bai cas y ta haci cosnan contra seguridad of ta USA equipo inseguro.

Un cifra di statistiek prometedora ta cu e cantidad di accidentenan door di miembronan di familia ta menguando. Ta ser kerí cu esaki ta un resultado directo di e programa pafor di trabao cual ta inclui película di film truck, programanan di e grupo di oradores y e rapport regular tur luna di seguridad cu awor ta contene un suplemento pa seguridad na cas yamá "Home Safety Review."



ARUBA'S PRESS members honored Assistant Public Relations Manager R. W. Schlageter at an Esso Club luncheon April 9. The luncheon for Mr. Schlageter, whose association with the press covered much of his thirty years of service, was attended by Vice President R. E. Nystrom, and public relations associates.

MIEMBROAN DI Prensa di Aruba a honra Asistente Gerente di Relaciones Publico R. W. Schlageter na un comida na Esso Club April 9. E comemento pa Sr. Schlageter, kende su asociacion cu prensa tabata cubri hopi di su trinta anja di servicio, a worde atendi door di Vice President R. E. Nystrom y su companjeronan di trabao na Public Relations.



TWO GERMAN diesel generators helped power Lago's World War II effort. Diesels were declared surplus with the addition of a steam generator at Powerhouse No. 2. Dismantling of the huge units began last July.

DOS GENERADOR diesel Aleman a yuda duna forza pa e esfuerzo di Lago den Segundo Guerra Mundial. E dieselnan a ser declará surplus tempo cu un generador di steam a ser instalá den Powerhouse No. 2. Nan a cuminsa desmantelanan na Juli

Dos Diesel Aleman y Tres Generador Original Kita

Nos por a tende hopi cos durante Guerra Mundial II tocante metal bieuw cu Aliadonan, particularmente Estados Unidos, a bende cu Japon y com e mes metal aki tabata mandá back durante e conflicto den forma di capa pa bala di arma grandi y chikito. Pero — aunque esaki tabata di poco consuelo na e tempo ey — a socede tambe cu transaccionnan similar a tuma lugar net lo contrario. Lago a hunga un parti importante den esaki y, envez di Japon, tabata Alemania di Hitler cu tabata na e banda recibidor.

Na 1933, despues di caida di Republica Aleman, Standard Oil Company (New Jersey) tabatin inversionnan na Alemania, pero no tabata permiti pa saka placa for di e pais. Na lugar di esaki, compania a worde bisá cu e por haya diferente produccionan y equipo.

Hunto cu por lo menos un tankero y un truck yen di sinfonia di boca tabata inclui tambe dos generador diesel gigantesco cu tabata destiná pa bapor. E generadornan aki a worde mandá na Lago.

Aunque nan tabata designá pa operacion di cincuenta cycle y Lago ta usa corriente di sesenta cycle, e generadornan mester a traha na un capacidad cerca e limite critico di operacion pa produci corriente pa draai e turbinanan den Powerhouse No. 1.

E suceso di eventonan desde e tempo ey ta relativamente simple — e generadornan a produci corriente pa opera unidadnan cu a refina hopi di azeta y gasolin pa e avionnan di cual nan bomnan ultimamente a causa capitulacion di Alemania y Japon.

Pa motibo di e velocidad grandi cu nan mester a opera, e dos motornan diesel tabatin mester di considerable mantencion.

Na Juli 1961, despues cu un generador nobo di steam tabata instalá na Powerhouse No. 2, e dos motornan diesel Aleman a worde declará como surplus. Despues, ora gobierno a cuminsa entrega corriente na Lago, seis di e diez turbo-generadornan a ser declará surplus. Di e seisnan aki, tres di nan tabata e generador-

nan originalmente instalá tempo cu Powerhouse No. 1 tabata trahá na 1928.

E generadornan di steam na Powerhouse No. 2 ta duna mas corriente cu e dieselnan y na un costo considerablemente mas abao.

E dieselnan Aleman tabata posede un ventaha ariba e generadornan di steam como cu nan por a ser gestart y treci na nan ful capacidad den un poco minuut. E generadornan di steam, en cambio, tabatin mester di dos te tres ora promer cu por haya ful capacidad for di nan. Mester pone nan traha poco-poco promer pa no danja e turbinanan. Hasta despues cu e ganadornan di steam tabata na uso y promer cu a desmantelá e dieselnan Aleman, e otro equiponan tabata faya ocasionalmente of corriente abnormal tabata necesario y e dieselnan ey mes ora tabata ser poní na operacion.

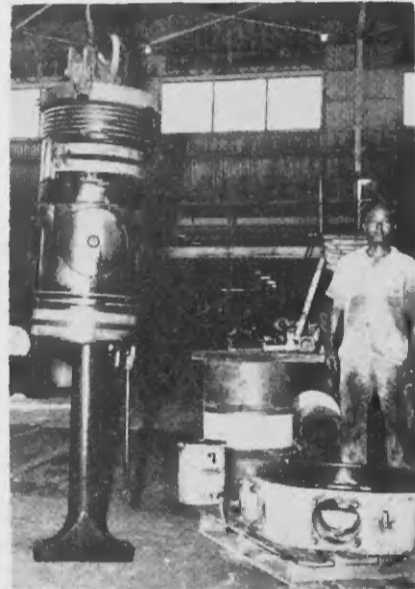
2920 Forza di Cabai

Na e cantidad di revolucion stipulá pa minuut, e dieselnan Aleman tabata produci 2920 forza di cabai. Nan tabatin motor di dos stroke y nan piston tabata mas cu seis pia halto. E diameter di e pistonnan tabata binti duim y mei y su stroke tabata binti siete duim y mei. E dieselnan tabatin mester di awa dushi pa fria nan y Tanki 82, anteriormente situá pabao di Powerhouse No. 1, tabata contene awa pa tal obheto.

Aunque el tabata un motor di combustion interno, e dieselnan no tabatin e valve-nan di e clase di costumber y no tabatin mester di un chispa pa cende e combustible. Buracanan den e bandanan di e cilindro cualnan ta keda cubrí door di e

Two Giant German Diesels Dismantled Along with Three Original Generators

Much was heard during World War II about the scrap metal the Allies, particularly the United States, had sold to Japan and how this same metal was returned during the conflict as the steel jackets on bullets and the casings on shells. But — though it was little consolation at the time — events were such that a similar transaction worked in reverse. Lago played an important role in this and, instead of Japan, it was Hitler's Germany that was on the receiving end.



DIESEL'S PISTON was over six feet in height and had a diameter of twenty and one-half inches. Generators produced 2920 horsepower.

E PISTON di e dieselnan tabatin mas di seis pia halto y un diameter di bintitres duim y mei. E generadornan tabata produci 2920 forza di cabai.

piston durante parti di su movimiento tabata funcioná ambos como valve pa manda y saka aire. E compresion grandi cu ta ser generá den e movimiento di e cilindro tabata desaroyá e temperatura pa yega e punto di cendemento, y asina eliminando e necesidad di un chispa. Despues di compresion, e combustible liquido tabata ser mandá aden mecanicamente. Pa start e motor, botternan di aire comprimí tabata necesario.

In 1933, after the fall of the Weimar Republic, Standard Oil Company of New Jersey had investments in Germany, but wasn't allowed to remove currency from the country. Instead, the company was told it could have different products and equipment.

Along with at least one tanker and a carload of mouth organs were included two giant diesel generators designed for ships. These generators were sent to Lago.

Though designed for fifty-cycle operation and Lago uses sixty-cycle, the generators were speeded up close to the critical operating limit to produce the power to turn the turbines in Powerhouse No. 1.

The succession of events from that point are relatively simple — the generators produced power to operate the units that refined much of the oils and gasolines for the planes whose bombs ultimately brought about both Germany and Japan's surrender.

More Power at Savings

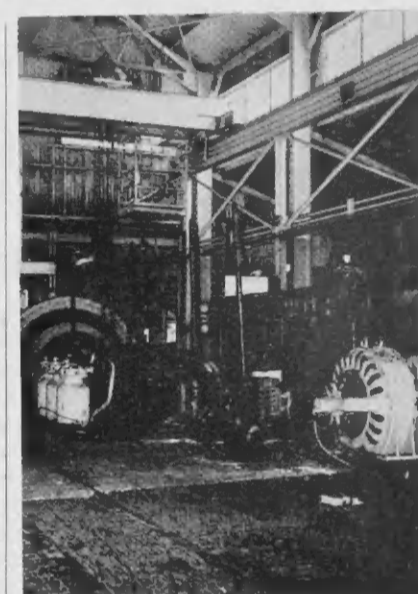
Because of the high speed at which they were required to operate, the two diesels required considerable maintenance.

In July, 1961, after a new steam generator was installed at Powerhouse No. 2, the two German diesels were declared surplus. Later, after the government began supplying power to Lago, six of ten turbo-generators were declared surplus. Of those six, three were the generators originally installed when Powerhouse No. 1 was erected in 1928.

The steam generators at Powerhouse No. 2 provided more power than the diesels, and at a considerable savings.

The German diesels did possess one advantage over the steam generators in that they could be started and brought up to full power in a few minutes. The steam generators, on the other hand, require two to three hours before full power is realized. They must be brought up slowly, so as not to damage the turbines. Even after the steam generators were in use and prior to the dismantling of the German diesels, equipment failed occasionally or abnormal power was needed and these diesels were brought into operation immediately.

At the rated revolutions a minute, the German diesels produced 2920 horsepower. They had a two stroke engine. The pistons stood more than six feet high. Diameter of the piston heads was twenty and one-half inches and it had a twenty-seven and one-half inch stroke. The diesels required fresh water cooling and Tank 82, formerly west of Powerhouse No. 1, stored water for that purpose.

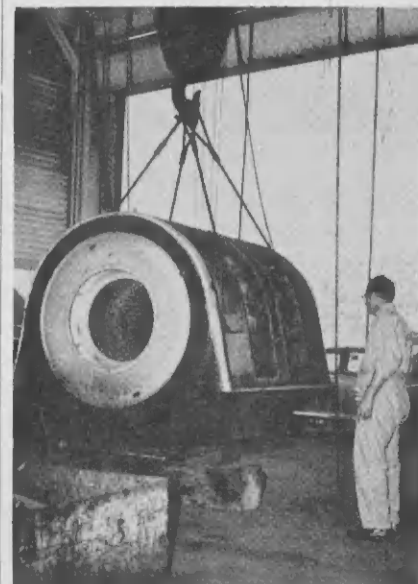


ALMOST COMPLETELY dismantled view shows "starting air bottles" which supplied energy to turn the big unit over.

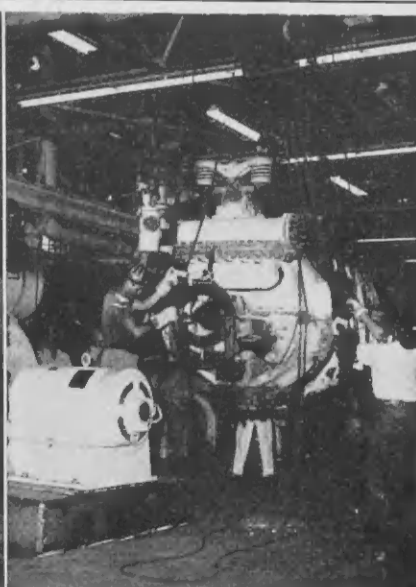
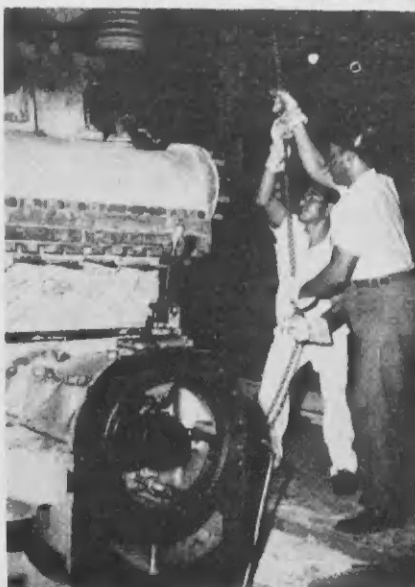
UN VISTA di desmantelacion casi completá ta muntra "botternan di aire pa start" cual tabata manda energia pa draai y start e motornan grandi.

erhouse No. 1, stored water for that purpose.

Though it was an internal combustion engine, the diesels did not have the usual type valves and no spark was necessary to ignite the fuel. Ports in the sides of the cylinder wall covered by the piston during part of its stroke functioned as both air intake and exhaust valves. The great compression built up in the stroke developed temperature to the ignition point, thus eliminating the need for a spark. After compression the liquid fuel was mechanically injected. To start the engine turning over, starting air bottles were required.



TURBINE HAULED away requiring torch cutting of ducts which were imbedded in concrete. ORA TURBINA tabata kitá, mester a usa cortamento cu torch pa saka e tubonan hancha for di concreto.



WHEN LAGO began using government power, six of ten steam turbo-generators in Powerhouse No. 1 were declared surplus and dismantled. Among these were the three installed when the powerhouse was erected in 1928 during Lago's early development.

TEMPO CU Lago a cuminsa usa electricidad di gobierno, seis di e diez turbo-generadornan di steam na Powerhouse No. 1 a keda declará surplus y a ser desmantelá. Entre esakinan tabatin e tresnan cu tabata instala tempo cu e Powerhouse tabata trahá na 1928.

Esso Helps Aruba Thrust Forward into Jet Age

A flashing streak of blue and white roared past Princess Beatrix Airport control tower and short seconds later lifted off the newly-inaugurated jet strip. In the tanks of this Pan-Am Boeing 707 jet were 8516 gallons of Esso fuel helping to thrust Aruba into the jet age.

The 8516 gallons were only a part of the big aircraft's nearly 50,000 gallon capacity, but was more fuel than any plane had taken in one loading at Aruba.

This record fuel load, which possibly won't be a record for long, was the result of technical progress, extensive training and many months of planning.

At 1:40 p.m., April 10, Pan-Am landed its first jet in Aruba. Following ceremonies in which the plane was re-named "Jet Clipper Aruba," the big Boeing moved to the apron east of the terminal building where four new jet fuel hydrants are located. Underground pipelines connect the hydrants to the recently completed jet fuel storage and pumping facilities. The storage tank capacity is 22,000 gallons of fuel.

Two hydrant carts were rolled under the wings. Hose connections were made and an indicator began registering the fact that fresh life was being poured into the giant flying machine.

The hydrant cart is a special piece of jet fueling equipment that contains the hose for connections to both wing and hydrants. It contains a pump and a filter separator which filters both dirt and water from the fuel. The Pan-Am jet uses A-type fuel which is a highly refined and purified kerosene. On the cart, the filter separator further removes dirt particles and water.

Different gauges on the cart measure the pressure before and after filtration and nozzle pressure. Another gauge converts nozzle pressure to gallons delivered. It required thirty minutes to fuel the jet.

Esso Yuda Aruba den Era di Jet; A Yena Pan-Am cu Combustible

Un raya lombrante blauw y blanco a pasa cu un ruido fuerte dilanti control tower di Aeropuerto Princes Beatrix y poco seconde despues el a lamta for di e pista di jet recién inaugurá. Den e tankinan di e avion jet Boeing 707 di Pam-Am tabatin 8516 galon di combustible Esso pa hiba Aruba den e era di jet.

E 8516 galon tabata solamente un parti di e avion su capacidad di casi 50,000 galon, pero e cantidad tabata un cantidad mas grandi di combustible cu un avion nunca antes a carga na Aruba.

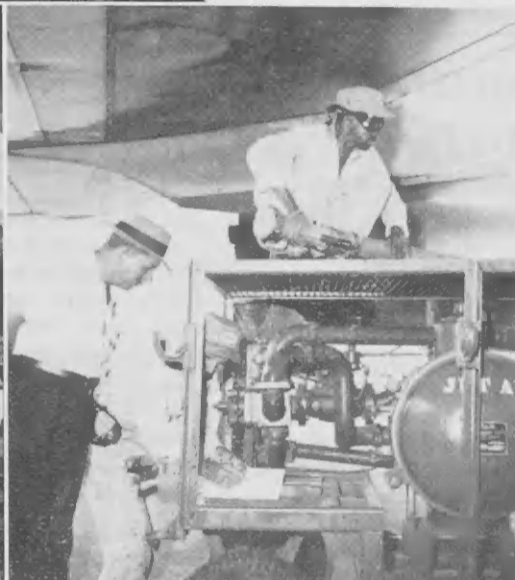
E carga di record di combustible aki, cual posiblemente lo no keda un record pa mucho tempo, tabata e resultado di progreso tecnico, training extensivo y hopi luna di planeamento.

Pa 1:40 p.m., April 10, Pan-Am su promer jet a baha na Aruba. Despues di ceremonias den cual e avion a worde re-nombrá como "Jet Clipper Aruba," e Boeing grandi a move pa e plataforma pariba di e edificio na unda tin cuatro coneccion nobo pa entrega combustible jet. Linja di tubo bao tera ta conecta esakinan cu e facilidadnan di deposito y pomp pa combustible jet cu a ser completá recientemente. E capacidad di e tanki ta 22,000 galon.

(Continúa na pagina 5)



HYDRANT CARTS used in fueling deliver 17,000 gallons an hour. Top photo shows N. J. Oduber checking delivery rate against specification chart. In bottom photo, G. T. Walle looks on while I. A. Juliana completes task by removing hose. Crew received special training in Bermuda and Puerto Rico.



Five Men Who Fueled Jets Required Special Training To Keep Pace with Times

As much as the ability to load 8516 gallons of fuel into a jet in thirty minutes reflects the technical progress and refinement of machinery since that historic flight at Kitty Hawk, it also serves to exhibit the proficiency and advancement of man's abilities. It is the man behind the machine that gives the sleek metal life.

The efficiency with which the Pan Am jet was fueled resulted not only from considerable planning, but also from the ability of men to keep pace with the times through training and increased knowledge.

The crew that fueled the "Jet Clipper Aruba" required special training, which they received in Bermuda and Puerto Rico by observing and participating in actual fueling operations.

On this training assignment, two men, F. N. Croes, supervisor airport fueling operations, and his assistant, N. J. Oduber, spent one week in Bermuda. At the same time, G. T. Walle, I. A. Juliana and A. F. Orman spent four days in Puerto Rico.

Both groups of men not only work on the physical aspects of jet fueling, but were required to study numerous pages of technical literature.

These five men will now train others in fueling procedures.

Cinco cu A Carga e Jetnan A Recibi Training Special Na Bermuda y Puerto Rico

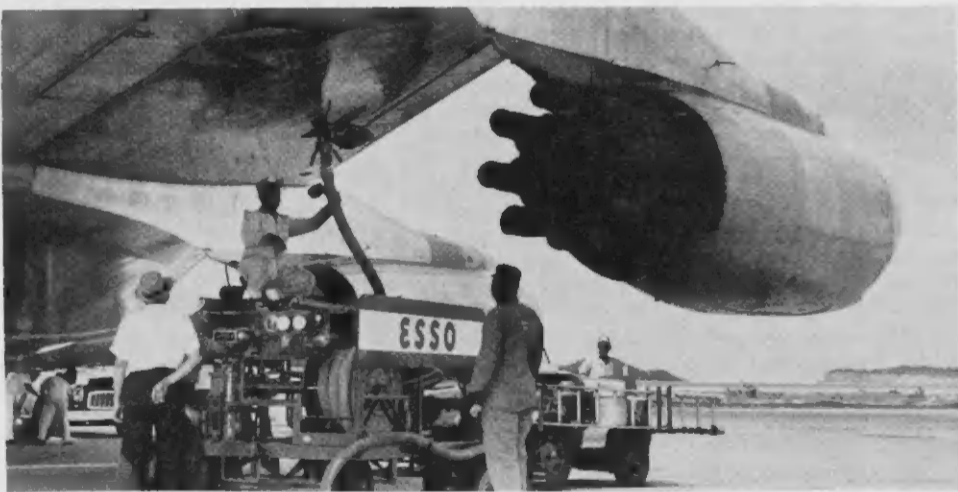
Mes tanto cu abilidad pa carga 8516 galon di combustible den un jet den trinta minuut ta reflehá e progreso tecnico y finura di mashineria desde e vuelo historico na Kitty Hawk, e tambe ta sirbi pa demonstra e avance di abilidadnan di hende. Ta e homber tras di e aparato cu ta duna e metal vida.

E eficiencia cu cual e jet di Pan-Am a ser carga cu combustible tabata resultado di no solamente considerable planeamento, pero tambe di e abilidad di e hombernan pa tene paso cu tempo door di training y mas conocimiento.

E grupo cu a carga e "Jet Clipper Aruba" tabatin mester di training special, cual nan a recibi na Bermuda y Puerto Rico door di observa y participa den operacionnan berdaero di entregamento di combustible.

Ariba e asignacion di training aki, dos homber, F. N. Croes, supervisor

(Continúa na pagina 5)



FUELING LARGE Pan-Am jet was climax of many months of planning, which required complete coordination and specialized training.

YENAMENTO DI jet grandi di Pan-Am cu combustible tabata e punto culminante di hopi luna di planeamento y completo coordinacion y entrenamiento especializá cu tabata necesario.





MECHANICAL DEPARTMENT
Machinist O. Wernet gained CYI selection as Suggester-of-the-Month for March. He was awarded Fls. 100. MACHINIST O. Wernet di Departamento Mechanical a keda selectá como « Sugeridor-di-Luna pa Maart. El a ricibi un premio di Fls. 100.

Wernet Awarded Fls. 100, Named March 'Suggester' For New Valve on GAR-1

O. Wernet, machinist A in the Mechanical Department has been named Suggester-of-the-Month for March, and was awarded Fls. 100 for his idea to install a gate valve at main header of reciprocating compressors at GAR-1.

The suggestion makes it possible to keep the "sputnik" compressor running on full stream while the GAR-1 is down for maintenance or other repairs instead of being kept on direct to the flare.

Along with Mr. Wernet, nineteen employees divided Fls. 710 for accepted suggestions.

The March winners:	
Comptroller's	
A. G. Zeppenfeldt	Fls. 55
Comptroller's. Revise procedure for booking charges of scrap sales.	
A. Boekhout	Fls. 30
Executive	
P. A. Colina	Fls. 25
Industrial Relations	
S. B. Etienne	2 @ Fls. 30
Mechanical Department	
Buildings & Services	
F. Bareno	Fls. 30
Equipment Section	
O. Wernet	Fls. 100
Proc.-C&LE. Install a gate valve at main header of reciprocating compressors at GAR-1.	
Metal Section	
J. W. Martilia	Fls. 45
A. I. Boezem	Fls. 25
Process Department	
C&LE	
Jose T. Weller	Fls. 45
M. T. Kelly	Fls. 45
C. Geerman	Fls. 45
Utilities	
G. D. Stamper	Fls. 30
H. O. Ponson	2 @ Fls. 25
LOF	
A. M. Kersout	Fls. 25
Receiving & Shipping	
O. Hadaway	Fls. 50
Proc.-Rec. & Ship. Tie in 10" gas oil line No. 3 F.P. direct to 16" gas oil line at No. 120 header.	
Technical Department	
Engineering	
F. J. Croes	Fls. 25
F. A. Gibbs	Fls. 25
E.I.S.	
I. P. Vrolijk	Fls. 25

CINCO EMPLEADO

(Continúa di pagina 4)

di operacionnan di entrego di combustible na aeropuerto, y su asistente, N. J. Oduber, a pasa un siman na Bermuda. Na mes tempo, G. T. Walle, I. A. Juliana y A. F. Orman a pasa cuatro dia na Puerto Rico. Ambos grupo no solamente nan mes a haci e trabao di yena avionnan cu combustible, pero nan mester a studia cantidad di paginan di literatura tecnico.

E cinco hombernan aki awor lo train otronan den e procedimiento di entrego di combustible na avionnan jet.

Wernet Ta Recibi Fls. 100 Y Ta Nombra 'Sugeridor' Pa Maart pa Valve Nobo

O. Wernet, un machinist A den Departamento Mechanical, a worde nombrá Sugeridor-di-Luna pa Maart, y a ricibi un premio di Fls. 100 pa su idea pa instala un "gate valve" na e header principal di compresor nan reciprocador na GAR-1. E idea ta haci posible pa tene e compresor "sputnik" trahando na completo operacion mientras GAR-1 ta abao pa mantencion of otro reparacion envez di traha directamente pa e flare.

Hunto di Sr. Wernet, diezinueve empleado a comparti Fls. 710 pa ideanan aceptá.

San Nicolas Stars A Gana Den Clas A Masculino Den Competicion di Park

San Nicolas Stars a derrota Aruba Juniors pa captura Clase A Masculino den competicion di basketball di Lago Sport Park pa 1964, cu a termina April 8.

E team di Aruba Juniors den B Klas Masculino a bira ganador como cu nan a bati e Sub-campeon Plymouth, Victoria tabata ganador den Clase Femenina y Caribe tabata Sub-campeon.

Trofeos a worde presentá na e equiponan ganador ariba April 10 door di Asistente Gerente di Relaciones Publico, R. W. Schlageter. Sra. Schlageter y Reina di Deporte pa 1963, Dorilia Habibe, a yuda den e presentacionnan.

Diescuatro team a drenta e competicion di basketball es anja aki. Directiva di comité organizador di basketball tabata Juan Briezen, president; Mateo Reyes, vice president; y A. S. Antonia, president di referee.

Misusing Auto Wash Rack Results in Poor Upkeep And Soap, Water Losses

The old axiom that usually there is one correct way to accomplish a particular task applies to many things. Among these is the relatively simple procedure involved in washing company vehicles on the automatic wash rack. Lago maintains the wash rack in the garage area and employees with authorized company vehicles may take advantage of the facilities as often as they feel is required in the interest of upkeep and safety.

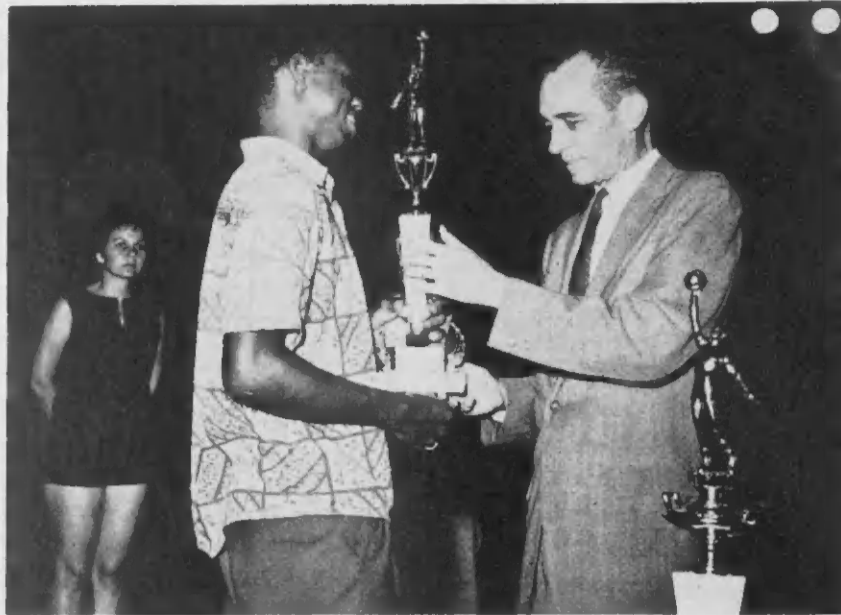
According to Mechanical Department's C. Wever, many persons using the rack forget that the unit is a two cycle apparatus or that the overhead structure moves across the automobile four times.

The result of course, is that after one cycle people often drive away since the rack is automatic it continues expelling water and detergent.

Mr. Wever further emphasized the safety aspects of regular washings to keep the windshields clear of salt spray. It cover the surface of the glass, he said, and refracts the light to a point where visibility is impaired considerably.



AUTOMATIC CAR wash rack is one of the pieces of equipment used to encourage cleanliness and general housekeeping at Lago. Rack also serves as a safety factor to combat the poor visibility resulting from salt spray on the windshields.



RETIRING LAGO Assistant Public Relations Manager R. W. Schlageter presented trophies to winners of Lago Sport Park basketball competition. The awards were made April 10. Mr. Schlageter, who left Lago April 15, handled the presentations at the request of the L.S.P. Board. **ASISTENTE GERENTE** di Relaciones Publico di Lago kende ta bayendo cu pension, R. W. Schlageter, ta haci presentacion di trefeo na ganadonan di competicion di basketball di Lago Sport Park.

1963 Traffic Death Toll Averages One a Month

In 1963, Aruba's traffic fatality rate reached its highest point since 1959. Twelve persons lost their lives, an average of one a month. The highway death toll claimed seven in 1962, eight in 1961, six in 1960 and a whopping fourteen in 1959.

As of Dec. 31, 1963, there were 8747 registered vehicles for an island population of 59,315. These vehicles consumed 5,686,459 gallons of gas last year.

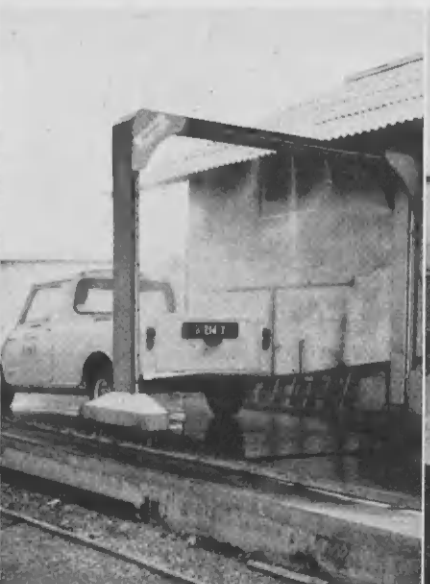
Mal Uso di Rekki di Laba Auto di Lago Ta Resulta Den Pobre Mantenecion

E axioma bieuw cu generalmente tin un manera correcto pa haci un cierto tarea ta aplica pa hopi cos. Entre esaki, ta e procedimiento relativamente simple envolvi den labamento di vehiculonan di compania den rekki automatico di laba auto. Lago tin e rekki di laba den Garashi y empleadonan cu tin vehiculonan autorizá di compania por haci uso di e facilidadnan tan frecuente cu nan ta sinti necesario den interes di mantencion y seguridad.

Segun C. Wever di Departamento Mechanical, hopi hende cu ta usa e rekki ta lubida cu e unidad ta un aparato di dos tratamiento of cu e estructura ariba ta move over di e auto cuatro biaha.

E resultado ta, naturalmente, cu despues di promer tratamiento e chauffeur ta dal bai. Como cu e rekki ta automatico el ta sigui manda awa y detergente.

Sr. Wever ademá a accentuá e aspectonan di seguridad di labamento regular pa mantene windshield limpi di salpeter. Esaki ta cubri e glas, el a bisa, y ta stroba e luz te na un punto cu visibilidad ta worde empeorá considerablemente.



REKKI AUTOMATICO pa laba auto ta uno di e equiponan na uso pa encurasha limpieza y pa tene tur cos den bon estado general na Lago. E rekki tambe ta sirbi como un factor di seguridad pa combati e visibilidad pobre cu ta resulta di salpeter ariba windshield.

San Nicolas Stars Win Men's A Class Laurels In Sport Park Basketball

San Nicolas Stars defeated Aruba Juniors to capture the Men's A Class in the 1964 Lago Sport Park basketball competition which was completed April 6.

The Aruba Juniors' entry in the Men's B Class emerged as victors by defeating sub-champion Plymouth. Victoria was titlist in the Girls' Class and Caribe was sub-champion.

Trophies were presented to the winning teams April 10, by Lago Assistant Public Relations Manager R. W. Schlageter. Mrs. Schlageter and 1963 Sports Queen Dorilia Habibe assisted in the presentations.

Fourteen teams entered this year's basketball competition. Basketball steering committee members were Juan Briezen, chairman; Mateo Reyes, vice chairman, and A. S. Antonia, dean of referees.

Storehouse, Red Stars, San Nicolas Stars Are LSP Softball Champions

Lago Sport Park's 1964 softball competition came to a close April 19 with the crowning of champions in three categories.

In the interdepartmental competition, Storehouse repeated as titlist with Equipment Section second. F. Romero was the champion pitcher.

In the men's division of the island-wide action, San Nicolas Red Stars captured the laurels. Douane was sub-champion. Champion pitcher was Red Stars' L. Wilson. His teammate M. Gumbs won batting honors.

The island-wide girl's division was won by the San Nicolas Stars. Mrs. Martilia was champion pitcher.

Members of the Softball Steering Committee are E. D. Tromp, chairman; R. Buckley, secretary; P. Kock dean of umpires; J. A. Rodriguez, dean of scorers, and M. Reyes, member.

Groningen Gas Discovery Cited as Most Important To Netherlands Economy

Perhaps the most important new development in the economy of the Netherlands is a large natural gas field in Groningen Province, which will be producing on a major scale for the first time this year.

Since the Groningen discovery and the completion of the first well in 1959, development readings have doubled and redoubled estimates of how much gas this field contains.

The current estimate is some thirty-nine trillion cubic feet, which makes Groningen one of the three largest gas fields in the world, ranking with Hassi R'Mel in Algeria and Hugoton field in the United States.

The energy content of Groningen is something like thirty times the present annual consumption of all forms of energy in the Netherlands. By 1975, it should be furnishing about one-third of the country's energy needs.

Considering Groningen on a European scale, it has been estimated that if the gas were used over a twenty-year period, it would be yielding about three per cent of the expected energy needs of free Europe during the decade of the 1980's.

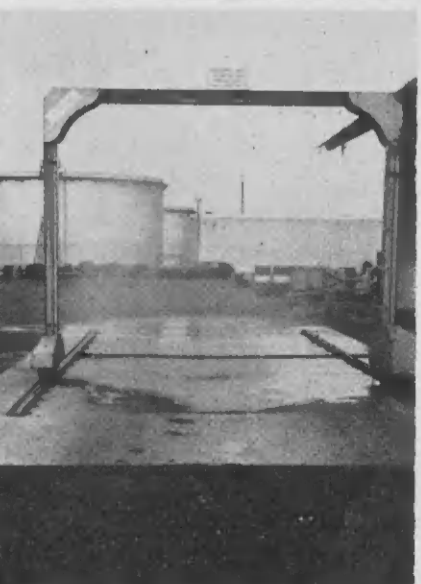
Presently, natural gas accounts for less than two per cent of energy consumption in free Europe. Traditionally the main source of energy in Europe has been coal, but oil has been coming up fast.

Inventory Will Close Commissary April 28

Lago Commissary will be closed all day Tuesday, April 28, for inventory.

Comisario Ta Cerra April 28 pa Inventario

Lago Commissary lo ta cerra henter dia Diamars, April 28, pa inventario.



Contribucion di Empleado Aplaudi door di Nystrom Na Ceremonia di 30-Anja

Seis empleado di Lago a ricibi boton di servicio di trinta anja y certificado na un ceremonia special teni di Management-Staff April 8. Esnan honrá tabata Hugo V. Croes, Marc G. Richardson, Facunda Feliciano y Estanislao Henriquez di Departamento Mechanical, y Fernando Kock y Norberto C. Winklaar di Process Department.

E hombernan a worde saludá pa Vice President R. E. Nystrom, kende a menciona cu e seis empleadonan cu servicio largo ta entre e posesion mas grandi cu Lago tin den su personal cu experiencia. Sr. Nystrom a bisa cu hopi refinarianan ta exactamente mesos den nan equipo basico y ta e empleadonan cu ta opera e refinaria cu ta haci e diferencia. "Hende, empleadonan, ta a posesionnan mas grandi y ta nan ta haci e diferencia entre un refinaria grandi y un refinaria promedio." El a nota tambe cu experiencia, manera representá den e seis hombernan cu a ser honrá, ta uno di e partinan mas importante di loke un hende por posede.

E Vice President di Lago a reconoce e hecho cu den trinta anja, e seis empleadonan cu servicio largo a mira y a participa den cambianan dramático na Lago y Aruba. "Nan a sinja conoce Lago hopi bon," el a bisa.

Historia di Servicio

A. T. Willis di Departamento Mechanical a describi e historia di servicio di e cuatro hombernan di Mechanical. El a introduci Sr. Croes promer, y a conta cu su carera na Lago a principia na November 1933, como un peon segunda clase den Pipe Craft. Promer cu su empleo na Lago, el a traha pa Kellogg ariba construcion di algun di e still-nan original. Na Lago, el a keda den Pipe Craft y a avanza door di varios categoria di su ofishi. Actualmente el ta un Pipefitter B.

Entre e hobby-nan di Sr. Croes ta trahamento di tarai y reda. El a bisa e grupo cu e trinta anja cu el a pasa na Lago tur tabata agradable. El ta spera cu lo e por pasa tres of cuatro anja mas na Lago den e mes estado di felicidad.

Sr. Richardson tabata e segundo empleado di Mechanical cu a ser introduci door di Sr. Willis. Sr. Richardson ta un Helper di Carpinter A y el a keda tur su trinta anjanan di servicio den Depto. Mechanical. Originalmente el tabata emplea como un peon den Yard Craft na October 1928. Retiro for di compania a trece un demora den su fecha di aniversario di trinta anja.

Sr. Richardson ta un musico di fama, Sr. Willis a bisa. El mes ta compone musica. Tambe el ta interesa den beisbol.

Di tres empleado di Depto. Mechanical pa ser honrá tabata Sr. Feliciano, un Welder B. Su empleo a cuminsa na September 1933 como



Fernando Kock

un peon segunda clase den Yard Craft. Sr. Feliciano a cambia pa Metal Crafts y luego pa Dry Dock na Januari 1941. El a progresa pa Mecanico B na Dry Dock. Na September 1954, el a ser cambiá pa Seccion di Metal na unda el ta traha awor. Sr. Feliciano a traha pa Pan-American Company original, cual a bini Aruba den anjanan binti. El ta un fanático di futbol.

Sr. Henriquez tabata e di cuatro empleado Mechanical na e ceremonia di April 8. El a cuminsa su empleo na Lago na December 1930 como un trahador di waf. El a bira un empleado di Seccion di Verf na September 1934 y a keda den Seccion di Verf di Depto. Mechanical. Awor el ta un Verfo C. Sr. Willis a menciona cu Sr. Henriquez ta un excelente hungador di domino. Tambe el ta interesá den futbol y ta basta activo como un jardinero. El tin hopi mata di flor, palo di fruta y otro mata di cosecha bao cultivacion.

W. H. Norris di Departamento di Process a introduci Sr. Kock y Sr. Winklaar. Sr. Kock su servicio a cuminsa na Augustus 1931 como un Sample Boy den Laboratorio. El a traha den Dining Hall for di 1935 te 1937 tempo cu el a haya transfer pa Gas Plant como un Process Helper D. El a progresa door di e categorianan di Process y actualmente el ta un Assistant Operator den Cracking and Light Ends.

Sr. Kock, segun Sr. Norris, un tempo tabata un hungador excelente y entusiastico di beisbol. Tambe el tabata un bon piscador. Sr. Kock a expresa e speranza cu Lago lo continua di ta un empresa activo.

E ultimo empleado di trinta anja tabata Sr. Winklaar, kende Sr. Norris a recorda como un empleado den e Pressure Stills bieuw hopi anjanan pasá. Sr. Winklaar su empleo a principia cu Esso Transportation Company. El a bini traha na tera na 1934 y tabata emplea den Dining Hall. Na Januari 1937, el a ser cambiá pa Pressure Stills como un Process Helper C. El a progresa door di e categorianan di Process y actualmente ta un Operator den Cracking & Light Ends.

Nystrom Applauds Employee Contributions At Ceremonies for Six Thirty-Year Men

Six Lago employees were awarded thirty-year service pins and certificates at special management-staff ceremonies April 8. Honored were Hugo V. Croes, Marc G. Richardson, Facunda Feliciano and Estanislao Henriquez of the Mechanical Department, and Fernando Kock and Norberto C. Winklaar of the Process Department.

The men were greeted by Vice President R. E. Nystrom, who cited the six long-service employees as among the greatest assets Lago has in its experienced people. Mr. Nystrom said that many refineries are exactly the same in their basic equipment and it is the employees who man the refinery that make the difference. "People, employees, are the greatest assets and they make the difference between a great refinery and an average refinery." He also noted that experience, as represented in the six honored men, is one of the most important parts of the people asset.

The Lago vice president acknowledged the fact that in thirty years the six long-service employees have seen and participated in many dramatic changes in Lago and Aruba. "They have come to know Lago very well," he said.

A. T. Willis of the Mechanical Department described the histories of the four Mechanical men. He introduced Mr. Croes first, and recounted that his career with Lago began in November, 1933, as a laborer second class in the Pipe Craft. Prior to his Lago employ, he had worked for Kellogg on the construction of some of the original pressure stills. At Lago, he has remained in the Pipe Craft and has advanced through various categories of his craft. He is presently a pipefitter B.

Among Mr. Croes's hobbies is fabricating fish nets. He told the group that the thirty years he has spent with Lago have all been pleasant. He hopes he will be able to spend three or four more years at Lago in the same frame of happiness.

Mr. Richardson was the second Mechanical employee to be introduced by Mr. Willis. Mr. Richardson is a carpenter helper A, and he has spent all of his thirty years of service in the Mechanical Department. He was originally employed as a laborer in the Yard Craft in October, 1928. Separations from the company

delayed his thirty-year anniversary.

Mr. Richardson is an accomplished musician, Mr. Willis said. He composes music. He is also interested in baseball.

The third Mechanical Department employee to be honored was Mr. Feliciano, a welder B. His employ commenced in September, 1933, as a laborer second class in the Yard Craft. Mr. Feliciano transferred to Metal Crafts and then the Dry Dock in January, 1941. He progressed to Dry Dock mechanic B. In September, 1954, he was transferred to the Metal Section where he is presently employed. Mr. Feliciano worked for the original Pan-American Company which came to Aruba in the Twenties. He is a football fan.

Mr. Henriquez was the fourth Mechanical employee at the ceremonies April 8. He began his Lago employ in December, 1930, as a stevedore. He became an employee of the Paint Craft in September, 1934, and has remained in Mechanical-Paint. Today he is a painter C. Mr. Willis pointed out that Mr. Henriquez is an excellent domino player. He is also interested in football and quite active in gardening. He has many flowers, fruit trees and general farm crops under cultivation.

Excellent Athlete

W. H. Norris of the Process Department introduced Mr. Kock and Mr. Winklaar. Mr. Kock's service began in August, 1931, as a sample boy in the Laboratories. He worked in the Dining Hall from 1935 to 1937 when he was transferred to the Gas Plant as a process helper D. He progressed through Process categories and is presently an assistant operator in Cracking and Light Ends.

Mr. Kock, according to Mr. Norris, was, at one time, an excellent football and baseball player. He was also a capable fisherman. Mr. Kock expressed the hope that Lago would continue to be an active concern.

The final thirty-year employee was



Estanislao Henriquez



Facunda Feliciano

Mr. Winklaar, whom Mr. Norris remembered as an employee on the old Pressure Stills many years ago. Mr. Winklaar's employ began with the Esso Transportation Company. He came ashore in 1934 and was employed in the Dining Hall. In January, 1937, he was transferred to the Pressure Stills as a process helper C. He worked his way through the Process categories and today is an operator in Cracking and Light Ends.

All six men have worked thirty years without experiencing an industrial lost-time injury.



Marc G. Richardson



Norberto C. Winklaar



Hugo V. Croes

NEW ARRIVALS

March 1
MADURO, Gregorio P. - Rec. & Ship.; A daughter, Ennith Leonor
LOEFSTOK, Segundo - Paint; A son, Juan Bautista
March 3
RAS, Casimiro - Machinist; A son, Roberto Rosendo
March 4
MOLINA, Nectario A. - Yard; A daughter, Aishelin Maria Corety
March 5
HARMS, Jacinto - Lago Police; A son, Leonido Jacob
LEANEZ, Luis - Metal Craft; A son, Jose Luis Vicente
March 6
PEMBERTON, Julian P. - Commissary; A son, Bernard David
March 7
KROZENDIJK, Hendrik - Utilities; A son, Hendrik Thomas
FALCONI, Jacobo P. - C&LE; A son, Renny Clive Karel
March 8
MADURO, Maximo - Mech. Admin.; A son, Mark Eugene Grigorina
RASMIJN, Pedro De V. - LOF; A daughter, Elsa Agradina
March 9
DANJE, Alfonso - Mason; A daughter,

Glenda Margarita
LYNCH, Charles E. - Utilities; A son, Roy Eugene
March 10
CROES, Gabriel - Utilities; A daughter, Jermia Maria
March 13
BOEKHOUDT, Juan - Carpenter; A daughter
March 16
ROMBLEY, Alfred A. - Metal Craft; A son
March 17
ROMANO, Bartholomeo - Carpenter; A son
March 18
WEBB, Simon - C&LE; A daughter
March 19
WERLEMAN, Carlito - Rec. & Ship.; A daughter, Astrid Elizabeth
March 21
CROES, Carlino - Metal Crafts; A son, Benito Feliciano
March 22
BEUKENBOOM, Elso C. M. - Acid & Elecanu; A daughter, Carmen Jassmin
CROES, Nemesio - Welding; A son, Eugene Eduard
March 25
DeCUBA, Victor - Comm. Serv.; A daughter, Jean Lillian Mary
BOSNIE, Jahan E. - Mech.-Hosp. Kitchen; A son, Harold Rudolf
CROES, Patrio - Mech. Paint; A son, Oswald Mariano

March 30
BRICENO, Pedro E. - Commissary; A daughter, Mirla Magali
GONZALEZ, Hector E. - Mech. Admin.; A son
MARTINUS, Hilario - LOF; A son
March 31
ARENDSE, Huse T. - Cracking; A daughter
FINGAL, Theodoro F. - Yard; A daughter
April 2
FINGAL, Pascual J. - Storehouse; A daughter, Lunita Angelica
April 3
VROLIJK, Pablo Q. - LOF; A daughter, Jessica Judith
April 4
ALBERTSZ, Marcelino - Rec. & Ship.; A daughter, Prisca Liduvina
April 6
WEVER, Francisco O. - Pipe; A daughter
SIMMONS, Robert A. - Storehouse; A son, Robert Claude Medill
CECILIA, Pedro J. - Yard; A daughter, Cheryl Fridolina
CORNELIO, Eduardo - Boiler; A son, Sherrol Rafael Aldino
BOEZEM, Alejandro I. - Boiler; A son, Michael Alonso
April 7
BOEKHOUDT, Alberto - Welding; A daughter, Edlin
JANGA, Eugenio E. - Float, Equip.; A son, Ricardo Rignaldo



DUTCH SAILORS from Destroyer Squadron III were guests of Lago at Aruba Caribbean. The group has joined Training Squadron V in Curaçao and after mid-May will rendezvous in Puerto Rico with a United States naval squadron.

MARINERONAN HOLANDES di Squadron di Destructores III tabata e huesped di Lago na Aruba Caribbean Hotel. E grupo a uni su mes cu Squadron di Entrenamento V na Curaçao y despues di mitar di Mei nan lo contra cu un squadron naval di Estados Unidos na Puerto Rico.